

CHAPTER 6 – COMMENTS AND RESPONSES ON THE DRAFT EIS

Comment Letters and Responses

The Draft EIS was issued on June 27, 2006. The comment period finished on August 1, 2006. During the comment period, a public hearing was held on July 18, 2006. No written comments were submitted at the public hearing.

Comment letters submitted on the Draft EIS are inserted below, followed immediately by responses to the comments. Responses to the comments resulted in minimal revisions to the text of the Draft EIS and resulted in no substantial changes to the environmental evaluations. Editorial revisions were intended to improve consistency and clarity. Text revisions related to current structural conditions of the Pier 57 north apron, Pier 58 (Waterfront Park), and Piers 62/63 help clarify problems associated with these structures.

Letters were received by Parks from the following agencies and organizations:

State Agencies

- Ecology
- WSDOT

Local Government Agencies

- Seattle Aquarium
- Public Health – Seattle & King County
- Kitsap Transit

Organizations

- Seattle Aquarium Society
- People for Puget Sound
- One Reel



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office • 3190 160th Avenue SE • Bellevue, Washington 98008-5452 • (425) 649-7000

July 31, 2006

Kenneth R. Bounds, Superintendent
Seattle Parks and Recreation
100 Dexter Avenue North
Seattle, WA 98109

Dear Mr. Bounds:

**Re: Draft Environmental Impact Statement (DEIS) for Central Waterfront
Master Parks Plan**

The Department of Ecology (Ecology) has reviewed the DEIS for this project. We would like to make the following comments:

In-Water Fill: The proposed action would require considerable in-water work and fill. The applicant will be required to obtain a Section 401 water quality certification and Coastal Zone Management Consistency Determination from Ecology.

Once an alternative is selected, Ecology will need to review a detailed design to determine how water quality will be protected. Examples of information needed include impacts to the nearshore during removal of the existing piers and piling and construction techniques and best management practices (BMPs).

Habitat Design: Additional details will need to be provided for evaluation by Ecology on the following:

- Volume of fill proposed;
- Area to be covered by fill and area of rocky bottom to be created;
- Existing bathymetry and proposed fill design;
- Existing benthic community;
- What happens at the ends or in the transitions between different habitat segments;
- Source of the fill to be used;
- The stability, longevity, and long-term maintenance requirements of any material placed along the nearshore; and
- How this project relates to long-term plans for the shoreline offsite in either direction.

Mitigation: A description of possible mitigation options for unavoidable adverse impacts should be provided, including impacts to forage fish spawning habitat and any eelgrass.

Contaminated Sediments: Due to the proximity of known contamination (polychlorinated biphenyls [PCBs], polynuclear aromatic hydrocarbons [PAHs], mercury, lead, cadmium, and other contaminants) in the region, sediment samples will need to be taken in the area of the proposed work. A sediment sampling plan will need to be developed, subject to Ecology review and approval. This data will be needed to determine the appropriate BMPs to be used to avoid recontamination during removal of existing structures and construction of new features, as well as to determine appropriate disposal of any excavated sediments. Post-construction sampling outside of the construction area also will be required to ensure that there has been no contamination of nearby sediments.

Stormwater: Ecology released a 2005 update to the Stormwater Management Manual for Western Washington, which is available on-line at www.ecy.wa.gov/programs/wq/stormwater/index.html. This project will release stormwater to Puget Sound, a Section 303(d)-listed waterbody. The project should be designed to meet the new Ecology stormwater manual requirements.

This proposal may require a Construction Stormwater General Permit from Ecology. Please contact Ecology for additional information.

Best Management Practices for Commercial Vessels: The attached BMPs for commercial vessels have been established for Port of Seattle properties to help ensure the safekeeping of Elliott Bay and the marine environment. Ecology recommends that these BMPs be implemented along the entire Central Waterfront.

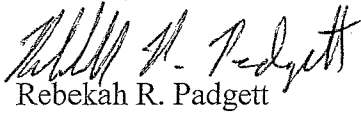
Shoreline Management Act: Some components of this proposal include changing preferred, established, and permitted uses within the SMA (Shoreline Management Act) jurisdiction of Elliott Bay on Puget Sound, and these proposed changes should be addressed during the comprehensive amendment of the Seattle Shoreline Master Program (SMP) process that is required by to be completed by December 1, 2009. This process and its requirements are described in Chapter 173-26 WAC - the State Master Program Approval/Amendment Procedures and Master Program Guidelines, and it may begin at any time to assure completion. The need for a proposal to be addressed through the comprehensive SMP amendment process is determined by comparing it to the criteria in WAC 173-26-201 (a-g). The uses and activities proposed for this central waterfront area indicate that the comprehensive amendment process is necessary because they represent a significant modification to existing shoreline management practices; they modify more than one shoreline designation; they significantly add, change, or delete uses and use regulations; they contain provisions that will affect a substantial portion of Seattle's shoreline area; and there are substantive issues that must be addressed comprehensively including potential use conflicts and public access.

Coordination with Other Central Waterfront Development Projects: This proposal should be developed in coordination with other projects along the Central Waterfront, such as the Colman Dock and Viaduct and seawall.

Kenneth R. Bounds
July 31, 2006
Page 3 of 3

Thank you for giving Department of Ecology the opportunity to comment on the DEIS.

Sincerely,



Rebekah R. Padgett
Federal Permit Manager
Shorelands and Environmental Assistance Program

Enclosure

cc: Ann Uhrich, U.S. Army Corps of Engineers
Sheila Hosner, Governor's Office of Regulatory Assistance
David Graves, Seattle Parks and Recreation
Geoff Tallent, Ecology
Sandra Lange, Ecology
Hugh Shipman, Ecology
Grant Yang, Ecology
John Drabek, Ecology
Terry Swanson, Ecology
Kerry Carroll, Ecology

BEST MANAGEMENT PRACTICES FOR COMMERCIAL VESSELS

Central Waterfront Piers and Properties

The Port of Seattle Central Waterfront Piers and Properties Line of Business is committed to preserving and enhancing the environment through proper management of activities which occur on the pier facilities. In accordance with Washington Department of Ecology and the provisions of the Federal Clean Water Act, we have established these Best Management Practices to help ensure the safekeeping of Elliott Bay and the marine environment. If you need assistance or have questions please contact the Marine Operations Coordinator at (206) 615-3961 or VHF 66A.

Management of Bilge Water Discharges

- It is illegal to discharge contaminated bilge water into the waters of the State. The fine for such discharges can be as high as \$20,000 per day per violation.
- Prevent oil contamination of bilge water. Do not drain oil into the bilge. Use containment troughs underneath the engine to capture any drips or spills and oil absorbent pads, socks or pillows to soak up oil and fuel. Keep the bilge area as clean and dry as possible fixing all fuel and oil leaks as they occur. Inspect fuel lines and hoses for chaffing, wear, and general deterioration and secure and prevent hoses from chaffing. Clean bilge areas after engine maintenance.
- Keep engines tuned and operating at peak efficiency. Keep the use of engine cleaners and detergents to a minimum.
- It is the responsibility of the vessel owner to contact a service provider to dispose of contaminated bilge water in an appropriate manner. A list of service providers is available in the Harbormaster Office.
- Dispose of oil soaked absorbents when all liquids are fully absorbed. A list of disposal contractors is available from the Marine Operations Coordinator. Otherwise, wrap in newspaper, place in a plastic bag, and dispose of in dumpster.

Used Oil

- Used oil is to be removed from the site by a used oil service provider. A list of service providers is available from the Marine Operations Coordinator.

Sewage Management and Gray Water

- The discharge of sewage is illegal and is prohibited. A list of pumpout service providers is available from the Marine Operations Coordinator.
- Gray water discharge from sinks, laundry and showers may be harmful to aquatic life within the marina and contains bacteria in sufficient quantities to be a public health concern.

- The discharge of laundry water from a vessel is prohibited.
- Reduce gray water generation by reducing the use of sinks, soaps and detergents and by rinsing your vessel with clean water. If you must use a soap, use more environmental friendly soaps (no chlorine or petroleum distillates). If a gray water discharge displays turbidity, oil sheen or discoloration to the receiving water, then Washington Department of Ecology's water quality standard in RCW 90.48 has not been met. Vessel owners are subject to fines and penalties when this standard is violated.
- Use sink screen or strainers and dispose of strained waste in the garbage.

Bunkering Procedures

- Passenger vessels allowed to receive bunkers at Pier 66 must be in compliance with all Seattle Fire Department, U.S. Coastguard and Washington bunkering (WAC Chapter 317-40) requirements.

Management of Hazardous Chemicals, Cleaners and Wastes

- Hazardous or flammable chemical materials, gas cylinders, and batteries shall not be stored at Central Waterfront facilities. Provide these materials with cover and containment when stored on the vessel.
- The disposal of used oil, antifreeze, paints, solvents, varnishes, gas cylinders, preservatives and batteries in the garbage is prohibited. These materials are not to be discharged to the sanitary sewer or to the marine waters. Contact the Harbormaster's Office for a list of disposal service providers.
- Clear and contain any debris, trash, sanding dust, paint chips, slag, etc., from work areas immediately after any maintenance or repair activity.
- Do not leave drums or containers of hazardous materials, empty drums or gas cylinders on the dock. If materials are left behind, the responsible party will be contacted and a fee assessed based on the cost of cleanup charges incurred by the Port of Seattle.

Spill Prevention and Response

- Sufficient absorbent materials and spill containment instruments to confine a spill should be carried aboard the vessel.
- When a spill occurs, stop the spill or leakage source and contain the spill. For emergency spills in the water, contact the Harbormaster's Office (24 hours) report the spill immediately to the US Coast Guard National Response Center at 1-800-424-8802 and the Department of Ecology at 1-800-OILS-911 or 1-800-258-5990. Further information for reporting spills is posted in the Harbormaster's Office.

Vessel Repair Activity and Pier Storage

- Painting, scraping and refinishing of vessels, when in the water is limited to minor touch ups. Minor repairs or touch ups, as defined by the Washington Department of Ecology is limited to the vessel's superstructure, deck and hull above the waterline and is 25% or less of the vessel's hull surface above the waterline. Extensive repair work and bottom cleaning must occur in a commercial, permitted, boatyard or shipyard.
- Any minor painting, scraping and refinishing must be contained and all debris collected. Tarping the work area is needed to prevent any release of sanding debris or paint to the marine environment. The tarp should prevent releases as well as run off from rain. Clean and sweep regularly to remove debris. Assistance with containment provisions is available from the Marine Operator.
- No vessel work from portable floats or on the uplands is permitted. Use fixed platforms (i.e. pier apron) with appropriate plastic or tarpaulin barriers as work surfaces and for containment when work is performed on a vessel in the water to prevent blast material or paint overspray from contacting stormwater or the receiving water. Use of such platforms will be kept to a minimum and at no time be used for extensive repair or construction (anything in excess of 25% of the surface area of the vessel above the waterline).
- All paint mixing must be done with the can placed inside containment that will catch spillage.
- Paint cans used shall be no larger than one-gallon size. Minor painting and sanding is allowed on the interior and superstructure of the vessel.
- Uncontained spray painting, blasting or sanding activities over open water is prohibited.
- Outside spray painting, blasting, or sanding activities during windy conditions that render containment ineffective is prohibited. This determination may be made by the Marine Operator.
- Paint burning or use spray guns is prohibited.
- If a commercial vessel chooses to do minor in-water touch-ups then the following additional BMPs apply:

Provide to the Marine Operator a specific work plan each time painting/repair is scheduled at the Port of Seattle. The work plan must at a minimum address:

- 1) The requirement to follow Port of Seattle BMPs for vessel repair activity.
- 2) Notification to the Marine Operator of the time the work will be initiated and the location on the vessel hull of the touch-up area.

3) Identify method of painting, type of containment and tarping method.

- Engines and equipment may be removed from the vessel and sent for repairs. Leaking equipment must be removed within a containment tray. Engine repair and maintenance within engineering spaces is permitted.
- Piers are not areas where boat repair or storage of equipment, supplies, etc. is allowed.
- Clean water under pressure may be used to remove salt from the outside of the vessel, however, any turbidity, oil sheen or discoloration to the receiving water is a violation of RCW 90.48 and is prohibited.
- Pier 66 and Pier 69 are permitted for Level I and II hot work. No hotwork is to be conducted at Pier 48. In order to conduct Level I and II hot work activity (welding, cutting, grinding, etc) you must have a Seattle Fire Department permit. Information on obtaining your Seattle Fire Department permit for hotwork is available by contacting the Marine Operations Coordinator. Seattle Fire Department limitations on hotwork are summarized in the Memorandum of Understanding.
- Welding sparks, slag or residue must not enter water and must be captured. Dispose of cooled residue in a solid waste dumpster.

6/03/02

Response to Washington State Department of Ecology

The following responses to the Ecology comment letter are provided by topic:

In-Water Fill: Parks acknowledges the need for Ecology approval through the Section 401 and Coastal Zone Management Act (CZMA) consistency determination processes related to fill in the nearshore. The Fact Sheet of this Final EIS lists the need for the Section 401 Water Quality Certification and the CZMA consistency determination during the project-level permit review process. During the project-level environmental and permit review, Parks will conduct further coordination with Ecology related to plans to protect water quality.

Habitat Design: Additional details, including those listed in the comment, will be provided in subsequent project-level design documents.

Mitigation: No eelgrass occurs in the project area; therefore, no impacts will result from implementing the plan. In addition, existing conditions in the project area do not provide spawning habitat for forage fish. Thus, no impacts will occur and no mitigation is proposed.

Contaminated Sediments: This EIS acknowledges the presence of contaminated sediments in the project area and acknowledges that additional analysis and measures will be needed, as suggested in the comment. Parks will coordinate with Ecology as appropriate during future efforts to address the contaminated sediments issue.

Stormwater: Project-level design for the project will address applicable stormwater requirements.

Best Management Practices for Commercial Vessels:
Comment noted.

Shoreline Management Act: Parks will work with the City as it amends its SSMP in order to ensure that redevelopment of Piers 62/63 is in compliance with the then-current SSMP. As is described in the Land and Shoreline Use section of Chapter 3 and Technical Appendix B: Land Uses, Policies, and Plans

of this EIS, all of the build alternatives are consistent with the existing SMP.

Coordination with Other Central Waterfront Development Projects: Parks plans to continue coordination efforts with other Central Waterfront developments, including the Alaskan Way Viaduct and Seawall project and Colman Dock, as suggested in the comment.



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
Alaskan Way Viaduct & Seawall Project
999 Third Avenue, Suite 2424
Seattle, WA 98104
206-382-5287 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 28, 2006

David Graves, Senior Planner
Seattle Parks and Recreation
800 Maynard Ave. South, Third Floor
Seattle, WA 98134-1336

Dear Mr. Graves:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the Central Waterfront Master Parks Plan. As you know, the Alaska Way Viaduct and Seawall Replacement (AWV) Project is currently under design and is expected to start construction with utility relocations in 2008.

While the Central Waterfront DEIS is correct in stating that the final design and schedule for the seawall reconstruction are not known for certain, there are many details that are known. The AWV project has studied a number of alternatives for replacement of the seawall and has investigated the feasibility and constructability of several of those alternatives. A greater understanding of the technical issues related to seawall reconstruction might be helpful to Parks as you develop the Central Waterfront Plan alternatives and further analyze elements that intersect with the proposed seawall.

In addition, the AWV project has more detailed information on a number of topics that we would be happy to share with you as you continue your evaluation of potential impacts. For example, AWV has identified subsistence concerns of Indian Tribes and other environmental justice groups that might be helpful to consider as you evaluate different pier designs. We are developing additional analyses of the existing water quality conditions, and effects of in-water work to endangered species and other fish and wildlife along the seawall face. AWV also has a considerable amount of information on the effects to traffic, pedestrians, and parking due to construction activities in the Central Waterfront area that might be applicable to your project as well.

We would like to invite your team to collaborate with us as you develop the Central Waterfront Master Parks Plan further. We would also be very interested in working with your team to learn more about how the habitat enhancements proposed in the Central Waterfront Plan would function and be maintained as they relate to timing and construction of the seawall. Please contact Kate Stenberg, AWV Environmental Manager at 206-382-5279 or stenbek@wsdot.wa.gov for more information. Thank you again for the opportunity to comment on the Draft EIS.

Sincerely,

Ron Paananen, P.E.
Project Director
Alaskan Way Viaduct &
Seawall Replacement Project

Cc: Dave Dye, UCO
Kate Stenberg, AWV

Response to Washington State Department of Transportation

Parks acknowledges the importance and value of coordinating the design of the replacement for Piers 62/63 and habitat enhancements with other construction plans occurring in the Central Waterfront area. As we develop our plans to a project level, we anticipate coordinating with WSDOT project staff and consultants to address design opportunities and issues in common, particularly with respect to seawall replacement and construction of the viaduct replacement.

August 1, 2006

David Graves, Senior Planner
Seattle Department of Parks and Recreation
800 Maynard Avenue South, Third Floor
Seattle, Washington 98134-1336

Dear David:

Thank you for the opportunity to comment on the Central Waterfront Master Parks Plan Environmental Impact Statement. Our comments focus on four major topic areas: (1) the degree to which the alternatives in the Master Plan accommodate future expansion of the Seattle Aquarium; (2) some observations on the strengths and weaknesses of the four alternatives presented; (3) issues related to the near shore environment; and (4) the need for short term improvements to existing Waterfront Park.

Aquarium Expansion

The expanded Aquarium will serve as the centerpiece of the public open space on the central waterfront. Each of the alternatives clearly allows the expansion within the footprint of our conceptual design. We appreciate the thought that is evident in devising alternatives which not only preserve the space for Aquarium expansion but will also enhance the Aquarium's attractiveness and connection to the surrounding open space.

Alternatives

Our evaluation of the alternatives is based on the specific effects of each on Aquarium operations. Further, we want to emphasize that active park areas, not just passive open space, is the best approach in this area.

The *No Action/No Build* alternative is clearly unacceptable as it provides no over water open space. In addition to the inherent value of the open space, the

Gregory J. Nickels
Mayor, City of Seattle

Kenneth R. Bounds
Superintendent, Seattle Parks and Recreation

John Braden
Director, Seattle Aquarium

potential for the Aquarium can only be obtained if well designed open space is developed in the immediate area.

Of the other alternatives, the *Connector* alternative provides particular opportunities for Aquarium programming. The enclosed water area immediately to the north of the Aquarium could be utilized for Aquarium activities, such as immersibles (small submarines). This alternative also provides some space adjacent to the Aquarium which could be used to extend activities to the general public in good weather.

The *Multipurpose Pier* alternative brings all the activities right up against the Aquarium. This has some advantages, but would require some creative design to insure that large gatherings would not adversely affect Aquarium animals or operations. Our concern is that this mixing of activities might not work to maximize the use of the open space and the Aquarium. Recognizing that these are general concepts at this time, it should be emphasized that the degree of separation between Pier 60 and Piers 62/63 is not necessary, and an intermediate configuration might be highly desirable.

Near Shore Environment

All the alternatives recognize the need to preserve as much of the near shore environment as possible. We would like to work closely with you as design progresses to pursue creative options for getting light to this critical habitat while allowing maximum public access. As we have stated previously, if shoreline areas can be created that we can use for interpretation, we would be eager to help the public learn about this shoreline ecosystem.

Improvements to Waterfront Park

As noted in the EIS, the current configuration of Waterfront Park creates significant problems for the Aquarium and the surrounding neighborhood. The interim improvements described on page 28 of the EIS and well thought out and would help resolve many of the current issues, while increasing use of the Park. We strongly support seeking a means to implement these improvements.

Again, the Central Waterfront Master Parks Plan is an important step forward in creating a waterfront with improved public access and active, exciting gathering spaces.

Sincerely,

John Braden
Director

Response to Seattle Aquarium

On August 1, 2006, the Seattle Aquarium submitted a letter with comments to the Draft EIS. The letter contained four major points, summarized briefly below:

- “Each of the alternatives clearly allows the expansion [of the Aquarium] within the footprint of our conceptual design.”
- The letter states that “active park areas, not just passive open space, is the best approach in this area.” It also states that the No Action/No Build Alternative is unacceptable, that the Connector Alternative provides opportunity for Seattle Aquarium programming, and that the Multi-Purpose Pier Alternative has some advantages but would require creative design to ensure that large gatherings would not adversely affect Seattle Aquarium animals or operations.
- The letter states the Seattle Aquarium’s desire to use the enhanced nearshore environment for interpretive exhibits “to help the public learn about this shoreline ecosystem.”
- “The interim improvements [for Waterfront Park] are well thought out and would help resolve many of the current issues, while increasing use of the Park.”

Parks acknowledges and thanks the Seattle Aquarium for these comments. Parks acknowledges the Seattle Aquarium’s desire to use the nearshore habitat for interpretive purposes, the need to provide for implementation of the Seattle Aquarium’s Master Plan and the opportunities to improve the functionality of Waterfront Park; and has discussed these issues with Seattle Aquarium staff during the feasibility and EIS process. Parks project staff will work with Aquarium staff during future project design to address potential opportunities and impacts.

From: "Dorigan, Lee" <Lee.Dorigan@METROKC.GOV>
To: <David.Graves@Seattle.gov>
Date: Mon, Jul 31, 2006 4:02 PM
Subject: Comments on DEIS Central Waterfront Master Parks Plan

David Graves,

Public Health - Seattle & King County (Public Health) has a renewed interest and focus on the built environment. Ann Bikle, Environmental Public Health Planner is leading that effort. Health professionals and parks planners have long been partners in building and sustaining better communities. The land use policies, designs and plans we approve can influence physical activity levels of our residents. Plans for waterfront spaces influence our community's sense of well being. Therefore, Public Health supports the build alternatives.

Public Health supports the alternatives that most closely match the ten points on waterfront redevelopment that were developed by Richard M. Rosan, President of the highly respected Urban Land Institute <http://www.uli.org/AM/Template.cfm?Section=Home&CONTENTID=36168&TEMPLATE=/CM/ContentDisplay.cfm>. The aqua link and the multi-purpose alternatives seem the best fits with the Urban Land Institute's points because they most emphasize the connections between water and land. Further, Public Health opposes the no action alternative. As Richard Rosen says "Maintaining the status quo should not be a priority in times of impending economic or social change."

Finally, Public Health has reviews all environmental policy act documents against the National Association of County and City Health Officials' "Public Health in Land Use Planning & Community Design" <http://archive.naccho.org/Documents/LandUseChecklist-03-10-03.pdf> and Washington State Department of Ecology's "Environmental Justice: Checklist" <http://www.wsdot.wa.gov/environment/envJustice/docs/EJchecklistEcology.pdf> and we recommend them to you. Thank you for the opportunity to comment and please keep me on you mailing lists.

Sincerely,
Lee Dorigan, MES, RS
Supervisor, Special Projects
Environmental Health Division
Public Health - Seattle & King County
999 Third Ave, #700
Seattle, WA 98104
206 296 4795

<<Lee Dorigan (LeeDorigan).vcf>>

CC: "Bikle, Anne" <Anne.Bikle@metrokc.gov>

Response to Public Health – Seattle & King County

The comment letter from Public Health states support for the build alternatives, particularly the Aqua Link and Multi-Purpose Pier Alternatives because they most emphasize the connections between water and land. It also suggests two references for consideration. These comments are acknowledged.



July 28, 2006

David Graves,
Senior Planner, Major Projects & Planning
Seattle Parks & Recreation
100 Dexter Ave N.
Seattle, WA 98109

Dear Mr. Graves,

Thanks for meeting with me on June 15th. I also appreciate your speaking with the Parks Superintendent and I will try to address some of the concerns he raised (articulated in your June 19th email to me) in this letter. My primary purpose here, however, is to give Seattle Parks and Recreation something to submit as a comment letter on behalf of our proposal in order to, as you suggested, incorporate it into the final EIS.

First of all, Kitsap Transit (KT) has proposed four docks at a Seattle landing, even though we only need three to operate our POF service, as we are assuming it will be beneficial for the Vashon and West Seattle harbor taxi service to share the landing. That is however, an assumption, and no arrangements have been made. I could therefore suggest our proposal is for three docks, but in the material we submitted initially to you, I believed we should show the maximum impact and then work backwards from there, if necessary. We are open to a variety of arrangements for the actual dock units themselves, as the two different layouts would suggest. Certainly we are open to discussing other layouts that minimize the impact on the park side, including view corridor impact, to the extent possible.

The primary truth in sending you the diagrams was that they are to scale and are "honest" about what they suggest about the true size and impact of these POF facilities. On view corridor issues, we are developing a boat that is purposefully single-deck rather than the two-deck models common now in Puget Sound. These smaller boats are more keyed to Puget Sound-only operation than, for example, the Victoria Clipper's runs to Victoria. This means the boat will have a much lower profile than the catamaran passenger ferries people are accustomed to seeing on the Seattle waterfront. We are in contact with the vessel designer to obtain (for you and us) the bow profile and side views so that you can see how much lower these boats are. I believe this is important as these boats will not block much of the view of harbor activity, other than at extreme high tide. We can also, if this helps, proceed with some two-scale drawings of the visual impact of these facilities and equipment at low-, mid- and high-tide to give you a real idea of what their impact on the view might be.

On other environmental issues, KT has take a fairly strong stand, and we have been able to

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follow through on this, that our research on low-wake boats will produce a vessel whose wake will have minimal impact on the Seattle waterfront. This is in part because the vessel is designed to the much more stringent standards for high-speed operation in Rich Passage, which is a relatively unprotected shoreline arena compared to the Seattle waterfront. Secondly and very significantly, the new boats will have propulsion systems meeting the 2010 diesel emissions standards, which are approximately 100 times more strict than current standards. Even in the older boats that KT now owns or is using, we are taking steps to meet those standards. We recently installed an engine meeting the 2007 standards on our historic POF vessel, the 1917 Carlisle II, and our Bremerton-Seattle leased boat is now having two new 2010 engines installed. There will be no clouds of black smoke or indeed any visible smoke at all at this site and emissions, compared to ordinary ferry operations, will be miniscule.

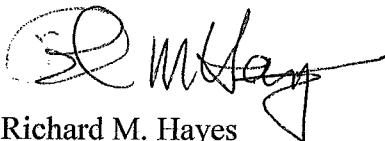
By way of general context, KT is interested in a long use-of-space contract as we expect the viaduct removal and replacement to forestall construction of any long-term solution until 2015. Although we are discussing an interim location, it is very important that the basic term of the arrangement be for 10 years with perhaps a five-year renewal, given the delays inherent in such a major activity as the viaduct project.

On the other hand, if we reach an agreement, the docks themselves and supporting arrangements like walkways, ticket-booths, information stations, etc. can be done very tastefully and in a way that assists with improving this park area. Our facilities could even be designed as convertible to alternative use in 10 or 20 years when the "ultimate" KT POF terminal is constructed. I believe that if you check with the various government jurisdictions and agencies we have partnered with in Kitsap County, you will find that KT is an excellent partner, both in the short-run and the long-run, as we follow through on our proposals. I would recommend you speak with Bremerton Mayor Cary Bozeman about KT's assistance to the city in its major downtown redevelopment program.

I am copying this letter to the Seattle Transportation Dept., where Jemae Hoffman will soon be filling in, through Dec. 1st, for Ann Sutphin as the Seattle DOT representative in our POF planning process. We have very much appreciated the strong support the city has provided us as we have developed our program and we hope that we can build off this relationship with Parks and Recreation as well.

In the meantime and if you have no objections, I would also like to speak to the aquarium director about our proposal. I appreciate that he works for Parks and Recreation but that his interest area is sufficiently separate that, in the interest of covering all the bases, I would at least like to fill him in on KT's proposal. If you need more information on any of these subjects, please feel free to call or email me.

Sincerely,



Richard M. Hayes
Executive Director

cc: Ann Sutphin, SDOT

Response to Kitsap Transit

The comment letter refers to a preliminary proposal by Kitsap Transit for temporary use of the Pier 57 north apron, which is owned by Parks and functions as part of Waterfront Park, as a passenger-only ferry dock. The proposal by Kitsap Transit is not part of the current Master Parks Plan for the Central Waterfront and was not considered in the current Central Waterfront Master Parks Plan EIS. If this proposal is advanced further, it will need to be evaluated as a project-specific action under SEPA. The proposal might not be consistent with the Aqua Link Alternative because of the pedestrian connection between the outer parts of Pier 57 and Pier 59 under that concept. The compatibility of the proposal with existing uses, including Waterfront Park and the Seattle Aquarium, would need to be considered. Coordination and review by other City of Seattle departments would be needed. Other issues that should be addressed include how SEPA-protected views from Waterfront Park would be affected and if habitat or potentially contaminated sediments would be affected by boat propeller turbulence (also known as propwash).

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Jim C. Gurke

L. Bruce Hedrick

Edward J. Heffernan

J. Brian Hill

Brian Janssen

*Linda K. Johnson

Lee C. Keller

Charles H. Kellogg

Katherine A. Kroglund

Trish S. Markey

Christopher D. McReynolds

Steve Moore

John D. Okamoto

Gregory Owens

Robert J. Pasterick

Scott S. Patrick

Frank R. Podany

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**SEATTLE AQUARIUM SOCIETY**

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August 1, 2006

David Graves, Senior Planner
Seattle Department of Parks and Recreation
800 Maynard Avenue South, Third Floor
Seattle, Washington 98134-1336

**RE: Central Waterfront Master Parks Plan
Draft Environmental Impact Statement**

Dear Mr. Graves:

The Seattle Aquarium Society has reviewed the Draft Environmental Impact Statement for the Central Waterfront Master Parks Plan. We would like to commend the Parks Department for proceeding with planning for this vital area of the City and for incorporating the footprint for expansion of the Seattle Aquarium as an essential element of all of the alternatives.

Looking at the long range future of the Aquarium, the Master Plan alternatives all clearly accommodate the planned Aquarium expansion. We are opposed to the "No Action/No Build" alternative as it does not provide for valuable open space and recreation opportunities adjacent to the Aquarium. While active open space areas have significant value in their own right, they are essential to creating the necessary surroundings in which the Aquarium can best fulfill its mission.

We have reviewed the other alternatives and offer the following commentary on their compatibility with the long term development of the Aquarium. The "Rebuild/Preservation" alternative, while it provides significant open space on the waterfront, does not present opportunities for joint programming with the Aquarium. As it preserves the status quo, it is our belief that it doesn't take sufficient advantage of the site to create new connections to the water and to upland areas.

The "Connector" alternative provides excellent opportunities for the public to access the ends of piers and view Elliott Bay. The enclosed area to the north of the Aquarium could provide a site for demonstrations of diving or other activities at the Aquarium. It provides space for Aquarium related activities immediately adjacent Pier 59, but also allows separation for other larger events farther north.

The "Aqua Link" alternative concentrates water access immediately north and south of Pier 59, and may limit our ability to effectively utilize space adjacent to and at the end of Pier 59 for Aquarium related events without eliminating public access.

The "Multi-Purpose Pier" alternative provides extensive space immediately adjacent to the Aquarium. There are plusses and minuses to this approach. There may be noise related animal care issues, and it would limit the ability of the Aquarium to hold separate events when large public gatherings are held on the pier.

Finally, the Aquarium Society strongly supports interim improvements to Waterfront Park as described in the EIS. While we recognize that the primary focus of the Master Plan is on the ultimate development of exciting new open space on the waterfront, it is essential that changes to Waterfront Park be made as soon as possible to deal with public safety and aesthetic issues which impact the operation of the Aquarium and other neighboring businesses.

Thank you for the opportunity to comment of the EIS, and, again, congratulations on a thorough and creative evaluation of the alternatives for revitalization of the Central Waterfront.

Sincerely,

A handwritten signature in black ink, reading "Robert W. Davidson". The signature is fluid and cursive, with a long horizontal stroke at the end.

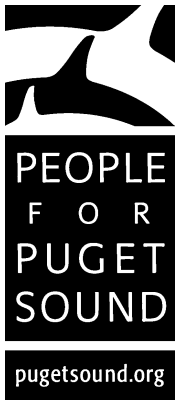
Robert W. Davidson
Chief Executive Officer

Response to Seattle Aquarium Society

On August 1, 2006, the Seattle Aquarium Society submitted a letter with comments to the Draft EIS. The letter provided the following comments on each alternative:

- “We are opposed to the ‘No Action/No Build’ Alternative as it does not provide for valuable open space and recreation opportunities adjacent to the Aquarium.”
- “The ‘Rebuild/Preservation’ Alternative...does not present opportunities for joint programming with the Aquarium...[and] doesn’t take sufficient advantage of the site to create new connections to the water and to upland areas.”
- “The ‘Connector’ Alternative provides excellent opportunities for the public to access the ends of piers and view Elliott Bay...[and] provides space for Aquarium related activities immediately adjacent to Pier 59, but also allows for separation for other larger events farther north.”
- “The ‘Aqua Link’ Alternative...may limit [the Aquarium’s] ability to effectively utilize space adjacent to and at the end of Pier 59...without eliminating public access.”
- “The ‘Multi-Purpose Pier’ Alternative provides space immediately adjacent to the Aquarium...[which may present] noise related animal care issues, and would limit the ability of the Aquarium to hold separate events when large public gatherings are held on the pier.”

Parks acknowledges and thanks the Seattle Aquarium Society for these comments. This input is timely and will be considered in the preparation of a preferred alternative.



August 1, 2006

David Graves
Senior Planner
Seattle Parks and Recreation
800 Maynard Ave. S, 3rd Floor
Seattle, WA 98134-1336
Via email: david.graves@seattle.gov

RE: Central Waterfront Master Parks Plan Environmental Impact Statement (EIS)

Dear David,

Thank you for the opportunity to comment on the draft *Central Waterfront Master Parks Plan Environmental Impact Statement (EIS)*, dated June 2006, which addresses the replacement of the park uses of Piers 62/63 and Waterfront Park.

People For Puget Sound is a nonprofit, citizens' organization whose mission is to protect and restore Puget Sound and the Northwest Straits, including a specific goal to protect and restore the 2,000 miles of Puget Sound shoreline by 2015.

This project is important to us because it extends along 1,350 feet of Elliott Bay shoreline in the center of the Seattle Waterfront. The Central Waterfront is woefully short of shallow intertidal habitat. We advocate for 30% habitat along each reach of the Elliott Bay shoreline as well as a continuous fish migration corridor along the Central Waterfront in order to preserve and protect juvenile salmon and other wildlife. The public education value of potential habitat projects as well as areas for the public to touch the water will be invaluable as part of the development of the first environmentally sensitive urban waterfront in the world. The new Seattle Waterfront, if our collective dream is realized, will serve as an exceptional model for redevelopment in other urban areas of Puget Sound and the country.

We recognize that this document is a concept plan and the proposed new structures are shown as cartoon schematics rather than specific designs. We are concerned, though, that even this level of conceptual design is "putting the horse before the cart" with regard to waterfront planning. If the city conducts an international design competition, and we hope that they do, for the waterfront plan, it would be inappropriate for this park process to hamper potential waterfront designs.

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We appreciate the strong habitat focus of the document. We have no opinion about the specific “Build” alternatives that are described. Our general comments on the Master Parks Plan follow:

1. *Focus on maintaining the overwater coverage square footage.* We assume that the City of Seattle, as a leader in salmon recovery, will not be compelled to replace the exact square footage of overwater coverage. We recognize that the document shows the worse case scenario of that exact replacement footage but we strongly feel that the square footage of any new structures should be as minimal as possible in order to open up a maximum amount of Elliott Bay for fish and other uses. A spacious new waterfront park (or set of parks) could be incorporated into the new Central Waterfront with no overwater coverage - with the various uses accommodated in different ways. For example, one of the primary users of the pier in recent years has been the “Summer Nights on the Pier” concerts; this concert use could be incorporated into the new Colman Dock. Fishing could be accommodated by adding a fishing deck off of the new Seattle Aquarium. We disagree that a “no build” does not fit with the city’s goals for the Waterfront, which does not require a waterfront park pier.
2. *Fish Migration Corridor.* We are pleased to see a fish migration corridor in all “Build” options. The nearshore (where sunlight can penetrate down to the substrate) is the most important habitat for outmigrating juvenile salmon as well as a number of other aquatic species. Pushing the piers out will help create the important continuous fish migration corridor along the waterfront and help set the stage for the redevelopment of other piers to follow suit.
3. *Habitat.* The creation of nearshore habitat by placement of habitat fill is one good option that could provide valuable habitat for the waterfront. There are, however, other options such as pocket beaches and softening the shoreline itself that have not been addressed by the document. This master plan should not rule out all habitat options that might be possible with various configurations of the seawall replacement (which is yet to be determined). Again, this decision should follow, not lead, the Waterfront planning process.

Of the cross sections shown on page 30 of the document, we favor #5 *Foreshore/Backshore Gravel Beach* most strongly. We understand that the bathymetry of the waterfront is relatively shallow along the project area and thus is one of the most suitable locations along the Central Waterfront for the creation of a beach.

We strongly support the addition of vegetation at the water’s edge in order to provide leaf and insect drop to improve the nearshore habitat.

4. *Sediment Contamination.* The location, extent and concentration levels of sediment contamination should be determined as soon as possible, not in the project design phase. Sediment contamination cleanup should help direct the selection of the preferred alternative, not the reverse, for maximum project efficiencies.
5. *Timing of selection of preferred alternative.* Given that a) there is uncertainty about the transportation solution for the viaduct replacement, b) the Seattle Aquarium expansion plans are undetermined, and c) the City’s Waterfront Plan is not complete, we feel that the selection of a specific preferred alternative should be delayed (after this EIS is finalized). New waterfront parks have the potential to be civic centerpieces and it is vital that their design be an integral part of the Waterfront Plan, not planned in advance. The City Council directed city staff, in *the Seven*

Framework Principles for Waterfront Planning, to replace Piers 62/63 with a civic element that best responds to Seattle’s vision as described in the Central Waterfront Concept Plan – not to pick an alternative in advance. This timing issue is an area of controversy (contrary to the statement that “no significant areas of controversy have been identified,” on page 17 of the document). It is timely, however, to conduct technical studies such as sediment contamination and habitat condition.

We look forward to continuing to work with you on this important project. If you have any questions, please call me at (206) 382-7007 X215.

Sincerely,

Heather Trim
Urban Bays Coordinator

Cc: Seattle City Council Members

Response to People for Puget Sound

On August 1, 2006, People for Puget Sound submitted a letter with comments to the Draft EIS. The letter contained five major points. Below is a brief summary of these points along with a response to each:

1. The letter states that the City should minimize the overwater coverage of any new structures “in order to open up a maximum amount of Elliott Bay for fish and other uses,” potentially incorporating new waterfront park space in other ways, such as a fishing deck off of the expanded Seattle Aquarium or the Summer Nights at the Pier concert series at a renovated Colman Dock.

Parks agrees that habitat conditions in Elliott Bay need to be improved. As People for Puget Sound states in point #2, “the nearshore is the most important habitat for outmigrating juvenile salmon as well as a number of other aquatic species.” As such, all “build” alternatives in this EIS move the pier decks offshore by creating a 50-foot-wide corridor between the seawall and the inshore margin of overwater structures. Furthermore, while the City’s goals for the waterfront do not specifically state that a waterfront park pier is required, they do specifically state that redevelopment of Piers 62/63 should balance environmental restoration and public use (City Council Framework Principle #1), that the nearshore environment should be enhanced to improve salmon migration (City Council Framework Principle #7), and that a Central Waterfront civic space should be created by “integrating the renovation of Piers 62/63 with the development of a highway lid and the Aquarium expansion” (Central Waterfront Concept Plan). The alternatives presented in this EIS respond to these City goals.

2. “We are pleased to see a fish migration corridor in all ‘Build’ options.”

Parks acknowledges and thanks People for Puget Sound for this comment.

3. The letter states that other habitat enhancement options, “such as pocket beaches and softening the shoreline itself,” should also be considered in addition to the habitat enhancement options presented in the Draft EIS.

The design team, which includes scientists and landscape architects specializing in marine habitat restoration and fish biology, considered a number of habitat types and consulted with other specialists and relevant agencies in the preparation and evaluation of the alternatives. An important consideration in the development of alternatives was the physical constraints (e.g., outer harbor line, existing streets, adjacent bathymetry, and wave energy regime) that influence the feasibility and sustainability of what can be done in the project area. Additionally, the EIS considers the seawall in place as it is identified in current plans. The basic concepts exemplified by the alternatives include both high energy and low energy nearshore habitat types and may accommodate some of the more detailed features mentioned in the letter. However, the ultimate restoration will be based on best available scientific information and be designed to maximize explicit restoration objectives.

4. "The location, extent and concentration levels of sediment contamination should be determined as soon as possible, not in the project design phase."

The planning team reviewed available information regarding contaminated sediments and Parks will continue to address this issue in upcoming steps.

5. The letter states that there is still too much uncertainty in other waterfront planning efforts—replacement of the Alaskan Way Viaduct, expansion of the Seattle Aquarium, and completion of the City's Waterfront Concept Plan—for Parks to make a selection of a preferred alternative for replacement of Piers 62/63.

Because Piers 62/63 are in a deteriorating condition, Parks has been directed by the Mayor and City Council to move forward with a redevelopment plan for the piers. Waiting for all other waterfront planning efforts to be completed may mean the eventual loss of Piers 62/63 and may cause the City to forego a unique opportunity to enhance the waterfront for both people and habitat. The City will consider the timing of other projects relative to the pier reconstruction as the process continues.

From: Sheila Hughes <sheila@onereel.org>
To: David Graves <david.graves@Seattle.Gov>
Date: Tue, Aug 1, 2006 2:38 PM
Subject: Re: Pier 62/63

> Hi David -
> I attached our EIS Public Response for your consideration, but please let me
> know if it needs to go elsewhere. And thank you so much for including our
> comments. I cc'd Ken Bounds as well.
>
> Sheila Hughes
>
> Sheila,
>
> Got your message, thanks for the call back. You didn't miss anything from my
> message yesterday - it was pretty similar to the one from the previous day.
> Thanks in advance for looking at the Pier 62/63 information. I need comments
> back by August 1st - e-mail is fine. I've attached the alternatives we are
> looking at and the in-water habitat which correspond to the numbers on the
> alternatives. Below is the link to our website which has more information:
>
> <http://www.seattle.gov/parks/maintenance/Pier62-63/default.htm>
>
> Please feel free to call me or e-mail with any questions. I can also get you
> hard copies of any of the EIS documents if you want or need them.
>
> Regards,
>
> dg
>
> David Graves, AICP
> Senior Planner
> Major Projects & Planning
> Seattle Parks & Recreation
> ph.: 206.684.7048
>
>
> "Seattle Parks and Recreation will work with all citizens to be good stewards
> of our environment, and to provide safe and welcoming opportunities to play,
> learn, contemplate and build community." www.seattle.gov/parks
> <<http://www.seattle.gov/parks>>
>
>
>

CC: Ken Bounds <Ken.Bounds@Seattle.Gov>

Thank you for the opportunity for public comment on the future of the wonderful Pier 62/63 location on Seattle's waterfront.

One Reel is a highly interested party in the fate of this site, as our arts organization has produced concerts on that location from 1991 – 2004, when the site was deemed structurally unsound and unable to support large, dynamic loads. Since that discovery, the City of Seattle, One Reel and arts and music audiences have lost Summer Nights and other events that brought vitality and economic activity to that city neighborhood. Every year that the Pier stays closed, the City loses a magnificent multi-acre gathering space, a stunning visual introduction to Puget Sound, and an estimated \$200,000+ in direct site reimbursement and concert admissions tax just from Summer Nights, and countless more in sales tax as the businesses in the vicinity have felt the impact. In 2004, the IFEA estimated the positive financial impact of Summer Nights to be over \$30 million dollars to the city and region.

It is with restoration of that vista, that vitality and the economic impact to the waterfront that One Reel endorses the Rebuild/Preservation Alternative. We believe that a vital waterfront that attracts tourist and residents alike is a hallmark of a great coastal city. Without a versatile, open space in which to create magical but low-impact events, Seattle is missing a great opportunity to create and sustain the dynamic and vital events that distinguish it from other cities. The new urban population that Seattle must attract to compete in the global marketplace requires events that bring the city to life – and One Reel believes that live performance and the creation of a colorful venue that shows off Seattle's great vistas and personality is one easy way to achieve this goal.

The Rebuild/Preservation Alternative provides a simple, flat open space in downtown Seattle's ever increasing density. It creates a much-needed gathering place for planned events as well as informal ones. A space like this could be as versatile and flexible as possible, and used for events and activities that range from Kids Activities to Outdoor Art Exhibits to World Class Concerts. With the increasing input from neighborhoods about the use of parks as gathering spaces, this type of space is becoming more precious and needed. Without a solution like Pier 62/63, more and more activities from Cirque du Soleil to Concert Series to Marathons will continue to move to other near-by cities, and carry with them the energy, media, audiences and positive financial impact that we seek to keep here in Seattle.

Neither the Connector Alternative or Aqua Link Alternative provide the amount of square footage needed to conduct a concert series in the sweet spot range of 4000 attendees. In One Reel's opinion, this size of event is the perfect complement to the venues that already exist in Seattle, situated between the smaller ZooTunes Series to the larger venues like Key Arena. Additionally, because of sensitivity to sound, a decision to build a venue closer to the Aquarium could impose limits on the type of programming and activities possible.

If the Rebuild/Preservation Alternative is selected, we would encourage the following considerations to the design and plan:

- Create a solution that allows for proper egress of crowds of up to 4000. The narrow access points that result from the salmon habitat window create an egress issue for the space, which could be solved with built-in fold over bridges or some other win-win solution.

- Provide adequate utilities to the site in the rebuild, including potable water
- Design the space in a manner that makes erecting a large tent a simple matter, and thus could make planned use a year-round possibility.
- Provide a permanent location for a sign and some form of attractive, versatile sidewalk lighting
- Bring in a group of likely users, including One Reel, to be an early part of the design phase so that the venue can be created for maximum public enjoyment and economic benefit to the City.

We understand that the future of Pier 62/63 must be considered with the decisions made around the timing and rebuild of the Viaduct. It is with this in mind that we offer our encouragement and assistance in vigorously pursuing a temporary fix to the Pier at far less cost than the complete rebuild.

The goal of this effort would be to “buy” a window of 5 or more years for concert activity, however much is possible within the timeframe of the Viaduct solution.

If the City would entertain this notion, One Reel would be willing to discuss a serious commitment to help underwrite that repair cost through the solicitation of specific “angel” donors or investors who care deeply about the future of outdoor arts, Summer Nights, and Bumbershoot (which is able to retain its low ticket priced and profusion of artistic experiences because of the financial safety net provided by Summer Nights). If the decision is to seek only a long-term solution, One Reel would still like to explore this type of joint effort between the City and this non-profit, aimed at restoring the historical Pier 62/62 and bringing back a gathering place on Seattle’s beautiful waterfront.

Respectfully Submitted by the staff and Board of Directors of One Reel, a Northwest 501©3 arts organization.

Response to One Reel

One Reel submitted a letter with comments on the Draft EIS. The letter stated that One Reel endorses the Rebuild/Preservation Alternative, as it provides a versatile and flexible space for planned and informal events, and that neither the Connector or Aqua Link Alternatives provide enough space to accommodate 4,000 people, an ideal number for the Summer Nights at the Pier concert series. The letter also states that a pier located closer to the Seattle Aquarium may hinder concert-type events because of sensitivity to sound. The letter concludes by recommending pursuit of a temporary fix for Piers 62/63 and mentions the possibility of joint public-private funding to make the necessary repairs.

Parks acknowledges and thanks One Reel for these comments and notes that the Multi-Purpose Pier Alternative also accomplishes the objective for a civic space of sufficient size to accommodate large events on the waterfront as outlined by One Reel.